

FOREIGN NEWS.

GREAT BRITAIN.

BILLS SIGNED—THE JAMAICA MARTYR—THE RED RIVER EXPEDITION—ART EDUCATION—MR. LOWE'S BUDGET.

LONDON, Monday, April 4, 1870.
In the House of Lords to-day, the members of the House of Commons were summoned to the bar, when messages were read announcing that the royal assent had been given to the bill for the enforcement of the laws and the preservation of peace in Ireland, and to the Congo and Mutiny bills.

In the House of Commons to-day, Mr. Gladstone, in reply to a remark of Mr. Dilke, said he thought no compensation was due to the widow of Mr. Gordon who was executed in Jamaica.

Mr. Monell, Under-Secretary for the Colonial Department, said a demand from the Canadian authorities for regular troops for the Red River expedition was under consideration.

The Prince of Wales presided at a meeting of the Society of Arts which was held to organize an educational department and to make arrangements for several exhibitions next year. The Prince spoke warmly in favor of the objects proposed by the Society. He was followed by Sir J. Pakington.

The *Glasgow Herald* has reason to believe that in Mr. Lowe's forthcoming budget the income tax will be reduced to four pence, the duties on sugar will be equalized, alterations will be made in brewers' licenses and newspaper postage, the tea and coffee duties will be left untouched, and a million sterling will be kept in hand for special purposes.

The betting on the University boat-race is brisk. The partisans of Cambridge are gaining confidence, and the odds of 11 to 8 on Oxford are freely taken.

CONTINUED DEBATE ON THE LAND BILL.

The consideration of the Irish Land Bill was resumed in Committee. Mr. Disraeli opposed the amendment proposed by the Government extending the Ulster system over Ireland. He begged the House to consider the effect this law would have on English land, and predicted that agitation and lawlessness would increase.

Mr. Disraeli then submitted an amendment limiting the compensation to the retiring tenants to damages for his unimproved improvements and unfinished course of husbandry.

Mr. Lowe replied to Mr. Disraeli in a speech irrelevant to the amendment under consideration. He said the bill possibly violated the rules of political economy, but such violations were of daily occurrence.

Mr. Guthorne [Hardy] supported Disraeli's amendment. Mr. Hardy and Sir Roundell Palmer, who followed him, both urged greater caution than the Government had exhibited so far in the management of this measure. The charges proposed were generally too ill-considered and sweeping.

Mr. Forster, Chief Secretary for Ireland, repelled the charges made against the Government. Mr. Clare S. Read, member for South Norfolk, denounced the bill as revolutionary.

THE LEGAL TENDER QUESTION—A NEW GREAT STEAMSHIP.

The *Times*, in an article to-day on the proposed reconsideration of the decision of the United States Supreme Court recently rendered in the matter of the constitutionality of the legal tender, strongly hopes the views of the Chief-Justice will be sustained.

GLASGOW, Monday, April 4, 1870.

The new steamer Italy, of the National Line, was successfully launched at Greenock to-day. She is 4,200 tons burden, and is said to be the largest screw steamer afloat, the Great Eastern alone excepted. Her engines are 600 horse-power.

FRANCE.

AN APPEAL TO THE PEOPLE DECIDED UPON—M. THIERS'S PROPOSITION FOR A VOTE OF CONFIDENCE—SUBSCRIPTIONS FOR ROCHER-FORT.

PARIS, Monday, April 4, 1870.
In the Corps Legislatif to-day it was announced that the Government had decided to make an appeal to the people on the question of the new Constitution. M. Olivier declared that the Government would accept the interpellation of M. Grévy on the subject of the constituent power, which last week he had refused to listen to.

M. Thiers has drawn up a proposition for a vote of confidence, which, though not yet introduced in the Chamber, has already been accepted by the Right Center, but refused by the Left Center. The discussion on the interpellation of M. Grévy was commenced, and the result is anxiously awaited.

A subscription paper, signed by 20,000 Radicals of Paris, has been presented to M. Ordinaire, Deputy to the Corps Legislatif. Each subscriber contributes 25 centimes to go toward an indemnity to M. Rocher for the loss of his salary as a Deputy. Similar lists will be circulated throughout France.

STRIKE—RADICAL MOVEMENT IN LYONS.

The strike at La Creuzot continues. No collision has yet occurred between the rioters and the troops. The Radical party is working hard to insure the success of Urie Fonvielle, who is a candidate for Deputy in the Corps Legislatif from the City of Lyons.

ROME.

INFALLIBILITY TO BE DISCUSSED AT THE EASTER HOLIDAYS.

A dispatch from Rome reports that the Pope wishes to promulgate the first schema at Easter, so that the second schema—that on infallibility—may be discussed immediately after the holidays.

GERMANY.

AN ENVOY TO CHINA.

BERLIN, Monday, April 4, 1870.
The Prussian Government has appointed Chamberlain Silke as special envoy to Peking to return the diplomatic courtesies extended by the Burlingame Embassy. Herr Silke will also proceed to Yedo; and it will be part of his mission to regulate the political and commercial relations of the North German Confederation with China and Japan.

AUSTRIA.

CHANGE OF MINISTRY.

VIENNA, Monday, April 4, 1870.

The Ministry having resigned, the Emperor has summoned Count Pototki to form a new Cabinet.

INDIA.

BRITISH RIVALRY IN COTTON-GROWING.

LONDON, Monday, April 4, 1870.
Dispatches from Calcutta state that the Earl of Mayo, the Governor-General of India, is making a tour of the cotton-growing districts of that country, urging upon the people the necessity of the increased cultivation of cotton, in order to compete successfully with the United States.

THE NEW DOMINION.

CONTEMPLATED INDIGNATION MEETING—THE MARCH REVENUE STATEMENT.

TORONTO, April 4.—A movement, very influentially supported, is on foot to promote the holding of a meeting of the citizens of Toronto, to express their indignation at the cruel murder of Thomas Scott at Fort Gary. The presence of Dr. Schultz and other gentlemen from Red River adds much interest to the proceedings.

THE DOMINION REVENUE AND EXPENDITURE RETURNS FOR MARCH HAVE BEEN ISSUED, AND SHOW: Revenue, \$1,315,171; expenditure, \$669,000.

EXTENSIVE FIRE.

MONTREAL, April 4.—The St. Maurice lumbering establishment at Three Rivers was burned last night, including one mill, a machine shop, about \$100,000 worth of lumber belonging to the St. Maurice Land and Navigation Company, \$25,000 worth belonging to Mr. Ward, and about two-thirds of Mr. Atkinson's sawed lumber, amounting to 1,000,000 feet. The fire was not put out until 7 o'clock this morning.

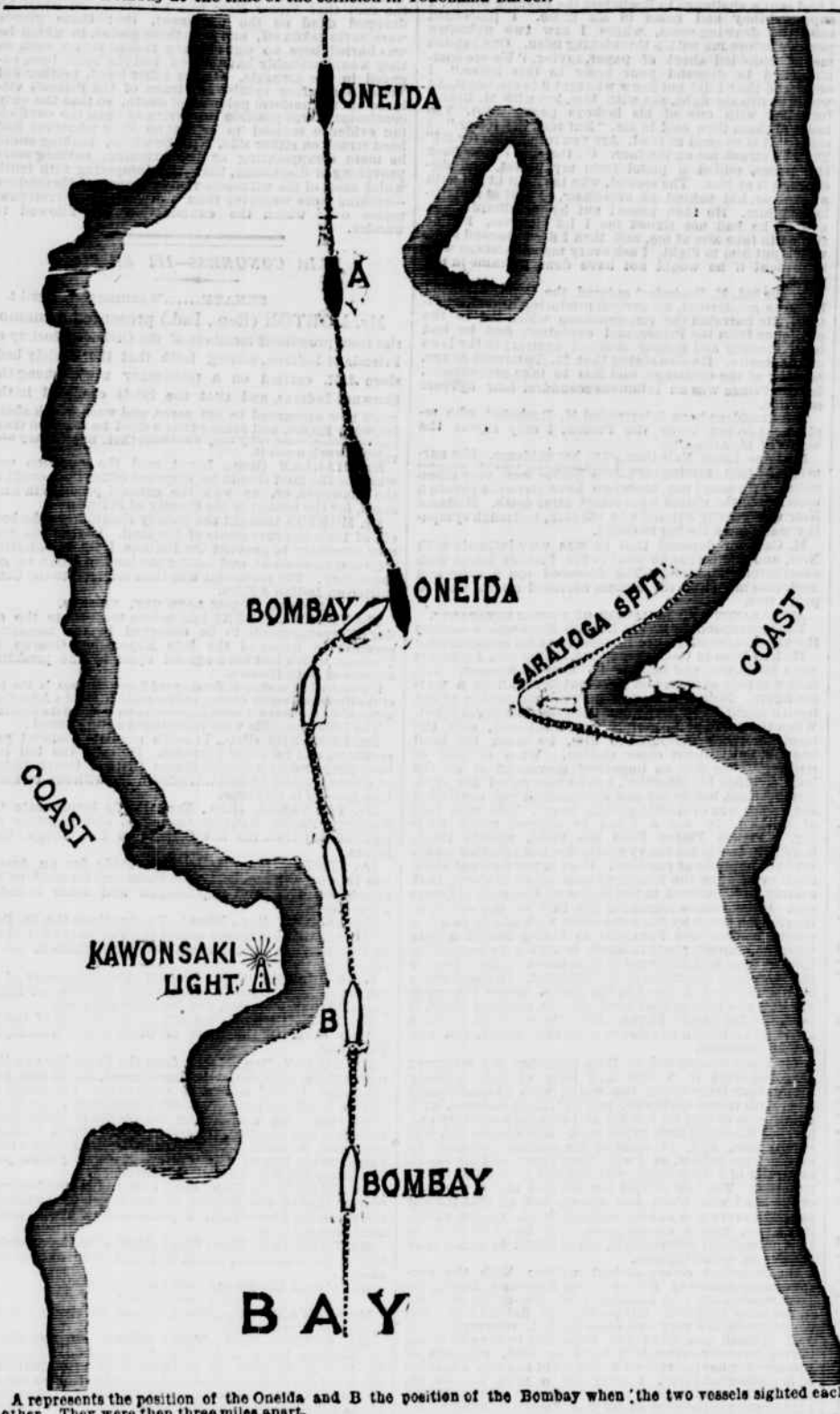
THE CALDWELL CASE.

To the Editor of *The Tribune*.

Sir: Please allow me to say that Caldwell's

THE RULE OF THE ROAD AT SEA.

HOW THE COLLISION BETWEEN THE ONEIDA AND BOMBAY OCCURRED. We present below a copy of a diagram received by the Navy Department, showing the course of the Oneida and Bombay at the time of the collision in Yokohama harbor.



A represents the position of the Oneida and B the position of the Bombay when the two vessels sighted each other. They were then three miles apart.

The above diagram confirms in a striking manner the statement of our correspondent at Yokohama as to the responsibility of Capt. Fyfe for the disaster. "The evidence was conclusive," says our correspondent, in the letter published by us on the 28th ultimo, "that had the Bombay kept its own side of the channel, and followed the law of maritime roads, the terrible accident could not have occurred. The doctrine they [the Court of Inquiry] promulgate by their decision is, 'port your helm under all circumstances,' and that fatal doctrine condemned 115 loyal, noble Americans to a watery grave. To illustrate the point, suppose A is going down Broadway from Central Park to the Fifth Avenue Hotel, and is close to the left hand side of the road; B is going up the street, and is also on the left hand side of the road; but because the law of the road in America, 'turn to the right,' it is to say that when A went at right angles across the street and tried to get inside of B, and in so doing crushed his trunk and killed him, that A was at fault, and B was not. Would not such an accident indicate that A showed a foolish and wilful obstinacy in going out of his road to get on the right hand side of the street?"

The slightest inspection of the above map will show that the disaster resulted from the Bombay's going out of her course in obedience to a supposed rule which anybody could see had no application in such a case.

The ambiguity of the rule of the road, as illustrated by the Oneida case, calls forth a number of communications in the London papers, one of which, addressed to *The Pall Mall Gazette*, contains the following passages:

"Collisions are not caused by observance, but by neglect or misconception of rules. Surely any rule which depends on the possibility of misconception; but that these rules are both misconceived and disregarded, and that the following evidence, even your correspondent will admit.

"At the inquiry into the cause of the collision between the Oneida and the Bombay, the pilot of the Oneida stated, 'The reason I did not starboard my helm when I saw the Oneida's starboard was because I considered the

water arising from collision, or leakage from any cause, might do mischief to the Oneida on a very simple principle and suitable for easy management, are fixed at all the points of communication in and around the spaces of the City of Brussels, and the cargo holds are well supplied with pumps and steam fire-extinguishers.

The following is a copy of the log of the City of Brussels, sent to Mr. Dule, the agent, at 12:40 p.m. left the pier, passed the Battery, 2:45, Sandy Hook, 3:00, discharged the pilot, 3:10, passed the Battery, 3:15, passed the Battery, 3:20, passed the Battery, 3:25, passed the Battery, 3:30, passed the Battery, 3:35, passed the Battery, 3:40, passed the Battery, 3:45, passed the Battery, 3:50, passed the Battery, 3:55, passed the Battery, 4:00, passed the Battery, 4:05, passed the Battery, 4:10, passed the Battery, 4:15, passed the Battery, 4:20, passed the Battery, 4:25, passed the Battery, 4:30, passed the Battery, 4:35, passed the Battery, 4:40, passed the Battery, 4:45, passed the Battery, 4:50, passed the Battery, 4:55, passed the Battery, 5:00, passed the Battery, 5:05, passed the Battery, 5:10, passed the Battery, 5:15, passed the Battery, 5:20, passed the Battery, 5:25, passed the Battery, 5:30, passed the Battery, 5:35, passed the Battery, 5:40, passed the Battery, 5:45, 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